commenced operations beyond the Tipperary junction, in laying down the earth works, in which the rails are to be placed, for the extension of the line from Limerick to Pilltown, which is within about nine miles from Waterford. The roadway only is to be constructed by Mr. Dargan. The rails are to be set by the company's own workmen. The time allotted for the completion of the works is one year and a-half. The nature of the soil through which the railway is to pass being advantageous, it is expected that Mr. Dargan will have his portion of the works finished in a short time. The entire expenditure will probably be about 400,000*l.*

NEW STREET THROUGH LONDON WITH AQUEDUCT SEWER.*

Mr. Beardmore suggests, in a pamphlet recently published, that the drainage of the whole metropolis north of the Thames might be effected by a great sewer running from Wormwood Scrubs and the extreme west of London, through Kensington-gore and the Green-park, King-street St. James's, Trafalgar-square, the Strand, and Fleet-street, whence it would deviate to the South of Ludgate-hill, by Salisbury-square, St. Bride's Church, New Cannon-street, King William Statue, East Cheap, Great Alie-street, and the Commercial-road, onwards by Stepney Church, Bow Common, Bromley, and Plaistow, to the Thames at Barking-creek. Concurrently with the improvement of the drainage, he proposes to relieve the traffic by opening up a great line of thoroughfare made up chiefly of streets already running in the line of the proposed sewer. The sewage of the lower districts north of the Thames he proposes to collect and raise by engine-power into the great sewer. The cost of the whole he estimates at 1,500,000*l.*, including 500,000*l.* for the completion of the line of street. The sewer would be about 12 feet in diameter from Charing-cross downwards, and the total length about 15 miles, in nine of which from the head downwards the fall would be at the rate of 8 inches a mile, and that of the aqueduct or remaining portion at the rate of 28 inches a mile. Mr. Beardmore also proposes, for further improvement of the traffic, to form two bridges instead of Westminster-bridge—one at Scotland-yard or Charing-cross, and the other at Pimlico, removing the bridge at Westminster. This he thinks the less objectionable, considering the general connexion of the Westminster side, near the bridge, with the Houses of Parliament, courts of law, &c., all on the same side. By approaches connected with Victoria-street, the Pimlico-bridge, he observes, would relieve the traffic between Belgravia and its vicinity, and the city, by diverting it from the Strand, and carrying it across the southern districts direct between the two extremes.

Books.

Details of Gothic Architecture, measured and drawn from existing Examples. By James K. Colling, Architect. Part I. London: Bogue. 1850.

The author of the "Gothic Ornamenta" has been encouraged to undertake the publication of another work of somewhat similar character. The "Details of Gothic Architecture," are to consist of a series of plates, showing, on as large a scale as possible, such features of the remains of English Ecclesiastical Architecture as have not been published or fully developed in other works of the same character. It is intended to illustrate, mostly, moulded and traceried work, rather than the foliated and sculptured; so that the work will form a companion to the "Gothic Ornaments," and a continuation of "The Analysis of Gothic Architecture." It is to be hoped that Mr. Colling will adhere to the promise to give only those specimens that have not been published, and that these be *good*.

We should not care, then, if this were the last book of the sort.

The work will be published in monthly parts, each containing five plates, and is to be completed in about thirty-eight parts.

* Suggestions for a New Street through London, with a leading Aqueduct Sewer; also Remarks on the Metropolitan Bridges; with Map and Section. By Nathaniel Beardmore, C.E. &c. Waterlow, Parliament-street; and Weale, High Holborn.

Miscellanea.

Socialist Strikes in France.—An extensive confederation, or conspiracy, has been recently discovered, if not broken up, at Paris and in the French provinces, in which strikes have been instigated, it is said, by a deliberate resolution to ruin the manufacturers and capitalists, and realize the system of universal Socialism, in conformity with the theories of the Luxembourg in the first days of the revolution of February. The fraternity had a fund of 50,000*f.*, ascertained to have been in their possession for propagandist and auxiliary purposes. Foremen were formally tried and convicted at their councils, and in one case eight foremen, "for attending too much to the interests of their employers," were sentenced to two years' suspension from employment (!), and perpetual incapacity for the rank of foremen in any establishment,—a sentence executed, it is said, to the letter. Workmen are, or have been, distributed by this association, amongst different establishments, for the express purpose of inoculating other workmen with the virus; and it seems at least to be questionable whether the conspiracy be even yet either fully laid open or broken up. The masters, in some cases, have met the rules of the association as to wages per day, fixed at 6*f.*, without reference to either quantity or quality of work, by a counter resolution to employ workmen only on piecework. The contrast between those causes which appear to foster "savage Socialism," as *L'Ordre* calls it, amongst the French, and the repressive influences by which its sting is blunted, and its poison neutralized, amongst ourselves, is thus drawn (over-drawn a little it may be) by the Parisian paper just named, in remarks on Lamartine's recent impressions of English order and law:—"M. de Lamartine has just seen a nation great by the security of its laws, great by labour, great by manufactures, and which knew how to realize important reforms in the interest of the masses, and so prevent the breaking out of one of those catastrophes which profoundly trouble nations, and more frequently leave behind them ruins, blood, and regrets, than veritable ameliorations. The picture he draws of the magnificent undertakings of civilization, and of the multiplied and intelligent efforts of the rich or well-to-do of London to relieve all wants, to lessen sufferings, and relieve misery, by the aid of innumerable associations, which, in their infinite variety, appear to respond to all the calculations of human foresight—this immense picture, we say, is offered to the meditations of our country, to teach it how the work of a humane, peaceful, conservative Socialism may prevent the ravages of excessive, savage Socialism, which always announces re-edifications, and begins by causing ruins."

The Manchester Designers and the International Exhibition.—At a recent meeting, the Manchester designers resolved to contribute to the exhibition, and appointed a committee to promote the end in view. Mr. J. A. Hammersley, the head-master of the Manchester School of Design, stated at the meeting that the commissioners, in reply to a question suggested by him, had expressed a desire to have drawings from the designers of Manchester, of as high a class as they could produce,—higher than commercial requirements would demand, or than the facilities of the machines could accomplish. Mr. Hammersley suggested that there should be two classes of contributions, one consisting of patterns capable of being practically applied at present, and another of a higher class, which might not now be considered as practicable. He did not believe that there would be any limit to the number of colours in design sent to the exhibition; but he thought that as much high art, in form, could be displayed in two-coloured as in ten-coloured patterns. Mr. Hammersley explained that there was an express order of the commissioners that the designers' names should be attached to their designs.

Colosseum.—The Panorama of Paris which has been so attractive, is about shortly to be removed, to be replaced by another picture by Danson and Sons, and which is now in a state of great forwardness. We have before this recommended a visit to this extraordinary work of art.

Bury Athenæum.—The foundation-stone of this new edifice was laid by Lord Stanley on 3rd inst. It is to be erected in the Italian Doric style, in stone from Lord Derby's quarries near the town, and at a cost of 4,000*l.*, from a design by Mr. Sidney Smirke. The earl has presented the site as well as the stone. Lord Stanley delivered an appropriate address, in which he said that, amongst many other advantages, there was a great and prominent one in institutions such as this: it brings together in one common, one rational, one laudable pursuit, classes of society who, but for institutions of this kind, would see little of, and feel little for, each other, and have little feeling and sympathy in connection. It brings together classes of men whose pursuits in life are widely different, whose occupations are widely distinct, whose sphere of action is wholly separate, and impresses upon them practically the conviction that from the highest to the lowest we are all rational, intellectual, responsible beings, all endowed with higher faculties than those which tend to the mere attainment of earthly good, or the mere acquisition and support of bodily comfort: it leads us all to feel, moreover, that we are members of one common family,—the great human family,—bound together in one great communion and fellowship. We shall revert to the building.

Railway Jottings.—The London and North-Western directors have chosen a site for their new station at Chester, near to the city walls, and have ordered plans adapted to the site chosen, for a station for goods and minerals as well as passengers. The estimates for the passenger station are ordered for a plain building of white stone.——The low fares on the Sheffield and Rotherham line continue to yield a larger return than double the amount before yielded.——The Railway Commissioners state, it is said, in a letter to a gentleman in Newcastle, that they have had the Ouseburn viaduct of the York, Newcastle, and Berwick (North Shields) Railway, "inspected by one of their officers, who has reported that the feeling of insecurity referred to might have arisen from the slight construction of the permanent way, which has since been changed and a heavier description of permanent way substituted." The Commissioners add:—"The inspecting officer sees no reason to believe that the structure in question, in its present condition, is insecure."——On the Drumlanrig contract of the Nithsdale line the viaducts of Carron and Enterkin are completed.——A Glasgow paper complains of the mean accommodation at Coatbridge, "the best paying station short of Edinburgh and Glasgow" on that line of route.

Proposed New Street in the City.—A numerous meeting of the inhabitants of Tower Ward has been considering a plan for a new street from the south side of the Corn Exchange, Mark-lane, to Tower-hill, traversing the site of the recent conflagration. A different plan for improving that locality was under consideration in 1846. The meeting, however, merely adopted a resolution, to the effect that the increasing traffic through the principal streets of the ward required immediate attention, and suggesting to the Commissioners of Metropolitan Improvements the widening of Mark-lane nearest to Great Tower-street. A separate resolution presses on the attention of the Improvement Committee that the widening of the end of Mark-lane, by the removal of three or four dilapidated houses, should be proceeded with at once.

Liverpool Architectural Society.—The opening meeting of the above society was held on Wednesday evening in last week, at the Royal Institution, the president of the society, Mr. Picton, F.S.A., in the chair. After some account being given of the society's last summer excursion, a paper entitled, "The Genealogy of Architecture and the Fine Arts," by Mr. Samuel Huggins, was read.

Blasting Seaford Cliff.—The necessity for fixing the sea-wall formed by the dislodgement, as pointed out by us in our notice of the operation, is becoming evident. We are told that the late high tide has already washed away a considerable portion of the chalk forced into the sea by the explosion; and that unless something be done to prevent further inroads of the sea upon the mound, the effect which was sought to be established is likely to be lost.

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